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DEPARTMENT OF TRANSPORTATION

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The Victims Of Pan Am Flight 103

135 Algonquin Parkway Whippany, NJ 07981
Bert Ammerman, President

AVIATION SECURITY: PASSENGER MANIFEST INFORMATION

Department of Transportation, Office of the Secretary

Comments from **The Victims of Pan Am Flight 103** on proposed
rulemaking,

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Chair, The Victims of Pan Am Flight 103
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to

Docket Clerk
US Department of Transportation
Room 4107
400 7th Street, SW
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3 pgs.

The Victims of Pan Am Flight 103

PROPOSAL for an improved, inexpensive, boarding procedure that produces an accurate passenger manifest with next-of-kin names and phone numbers in the event of an air disaster.

The present boarding passes can be redesigned to include a perforated tear off section TO BE FILLED OUT BY THE PASSENGER before boarding. This stub would **include** name and passport number (domestic flights would eliminate the passport number) and a contact name and phone number (this contact person must NOT be travelling with the passenger). This may or may not be the next-of-kin. By putting in that proviso, the absurd **resistance** of the airlines to the words "next-of-kin" would be eliminated. Although, we find **their** thinking on that subject very **inconsistent**. In the first few minutes of every flight there is an audio-visual presentation that warns you about what to do should the plane lose **cabin** pressure and that you may need to breathe through a mask, put on a life preserver, grope in total darkness along an illuminated floor strip and slide down a chute. That is, surely, a more compelling illustration of the fear factor for the passenger than the words "next of kin." However, the demonstration is all done in the name of safety. Yet, an overwhelming argument can be made for safety when you have a passenger manifest with contact people, addresses and phone numbers, for every passenger on board. In the event, of an emergency when there are indeed survivors an adequate count and identification can be made available immediately. Thus, eliminating time wasted looking for potential survivors because rescuers are not sure how many were on board. Moreover, if there are injured survivors with complicated **medical** histories that information could be more readily available saving **precious** life-sustaining time. Too, all passengers, including and, **especially**, children under the age of two, should be restrained in a lifeseat, issued a boarding pass and counted in the manifest.

The perforated stubs would be collected as passengers boarded and matched to an ID, such as a driver's license (domestic flights) or passport (international flights). These stubs would then be retained until the safe completion of all legs of the flight at **which** time they could be destroyed.

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Advantages:

- This is not labor intensive but comparable to the forms now **filled** out by passengers for customs and immigration ~~in~~ that the passenger does the work, not an airline employee.
- Since no information is stored in a data base, it does not violate privacy laws of various foreign countries.
- In the event of an accident with injured survivors, medical personnel will be able to obtain medical histories from family members quickly - this procedure does not just serve to notify next-of-kin

Additionally, it would give an accurate count of the number of passengers so that rescue personnel would know when to stop searching for survivors of a crash. There was much confusion during the United plane crash in Sioux City, Iowa because of "soft" numbers.

- It would allow airlines to deliver a correct manifest to the State Department within one hour of an accident using a scanner on the stubs.